Fact Sheet

Improve Tools for Regional and Local Integrated Land Use and Transportation Planning in California

Background: Several agencies in California use available "planning tools" to develop and analyze regional and local land use/transportation plans. These include GIS-based tools such as I-PLACE3S and UC Davis' UPLAN, which are used to create and initially assess various planning "scenarios." In addition, a smart-growth travel model "post-processor" is used to further analyze and compare land use and transportation scenarios.* Planning tools such as these help agencies enhance public participation and decision-making processes by providing feedback to stakeholders and decision-makers about the potential benefits and impacts of various land use/transportation choices. (**note: planning tools such as these are not travel demand models, but are typically used along with available travel models*.)

However, it is currently not possible for such tools to be used throughout California because of a lack of adequate data on land use/transportation relationships. Also, recent research can help to improve such tools (e.g., by increasing the "4Ds" to "8Ds" and providing more detailed analysis capabilities). It is therefore important to update and improve available planning tools so that regional and local agencies throughout California can use them in their land use/transportation planning processes.

Objective: This project is expected to develop and provide the following for use by agencies in California: 1) A smart-growth analysis module (that can be applied in various planning tools); 2) Revised smart-growth planning tools* incorporating data for up to eight representative regions; 3) validation and calibration of the revised tools; 4) documentation and description of data and processes; 5) an understandable Users' guide, and; 5) training and technical support for staff of regional and local agencies. *(* I-PLACE3S, UPLAN, and smart-growth travel model post-processor.)*

Outcomes: MPOs and RTPAs - as well as cities and counties - throughout California will be able to apply the improved planning tools in land use and transportation planning processes. This will contribute to effective and informed integrated planning for more efficient land use and transportation systems with fewer impacts and greater benefits. The availability of improved planning tools will also help agencies comply with various State and Federal requirements, such as SB 375.

Who benefits? Transportation and land use stakeholders, regional planning agencies, counties, cities, transit agencies, air quality districts, environmental groups, elected officials, and the public. This project also helps support Caltrans programs and policies, such as: Context Sensitive Solutions, Smart Mobility Framework, Complete Streets, Regional Blueprint/Transportation planning, Community Planning, Local Development-Intergovernmental Review (LD-IGR), Mass Transportation, Environmental, and others.

Who will implement this project? Caltrans and SACOG staff will serve as project managers, along with SACOG's subcontractors Fehr & Peers and UC Davis. There will be extensive involvement of interested California practitioners, as well as a panel of national technical experts.

Cost/timeframe: $1.152 million over a two-year period. *(To date, Caltrans has allocated $815,000 in State Planning & Research funds for this effort, which are 80% federal and 20% state funds.)*

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